

FIG. 1

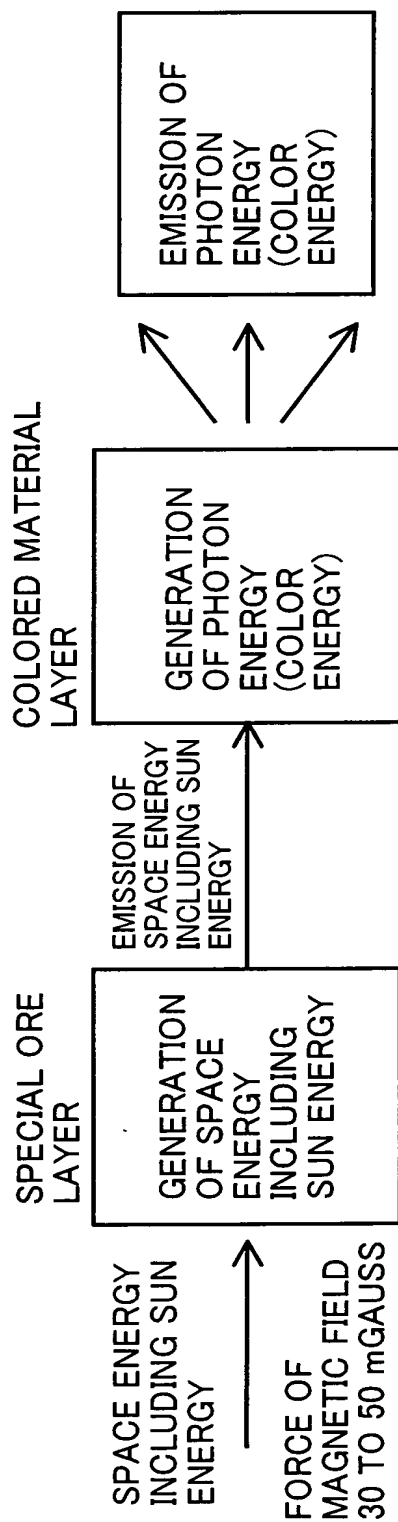


FIG. 2

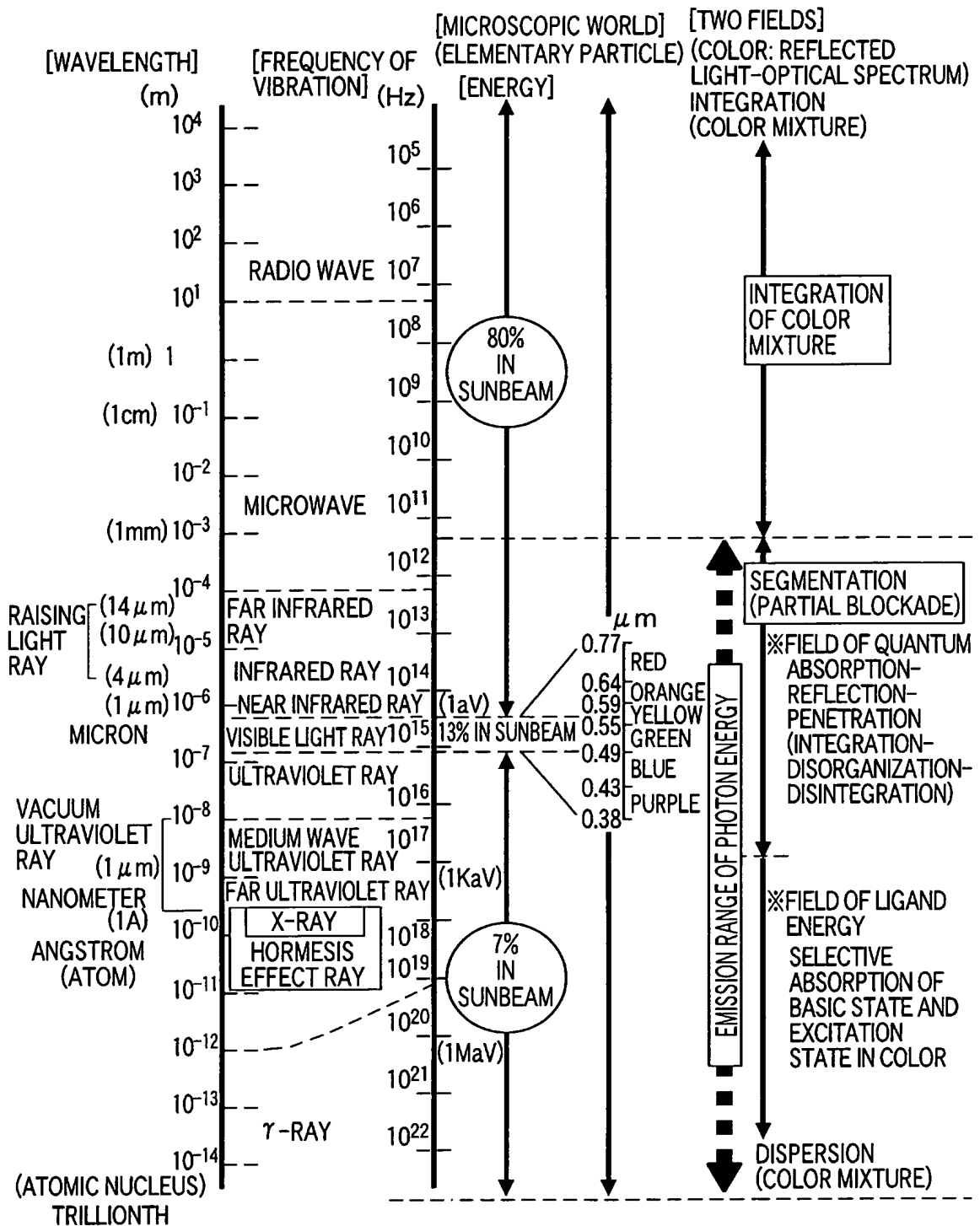
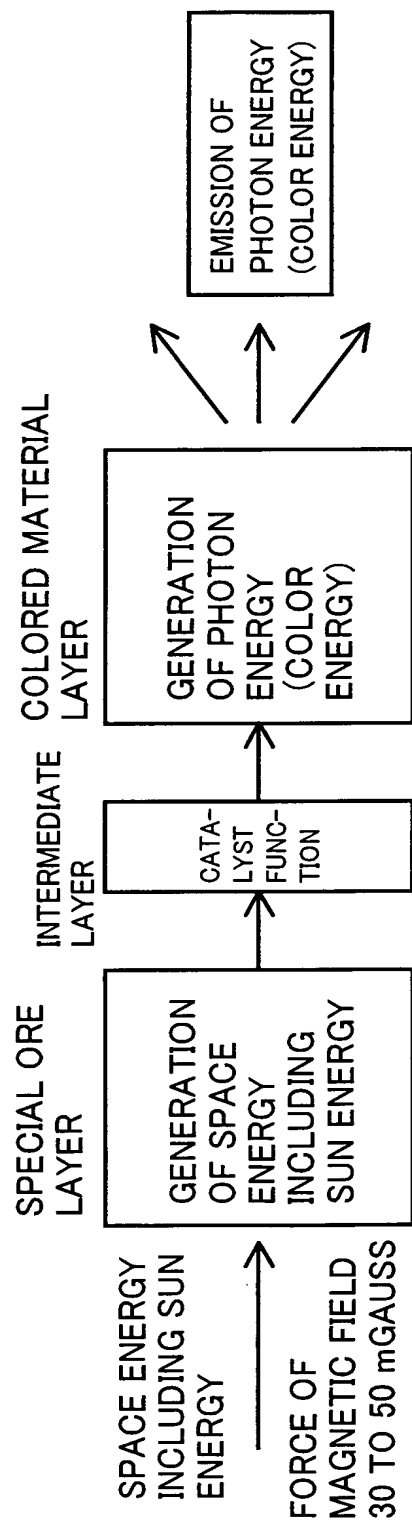


FIG. 3



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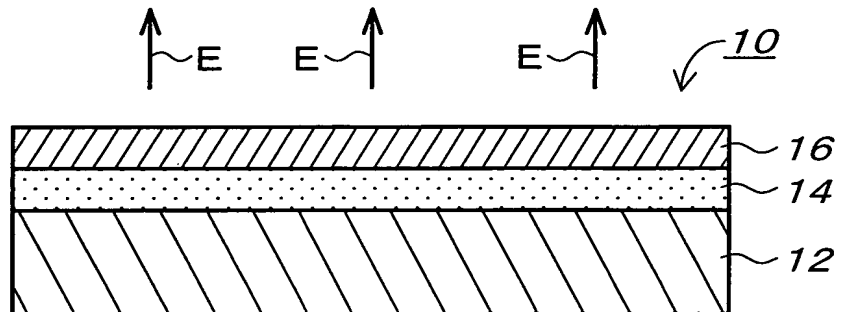
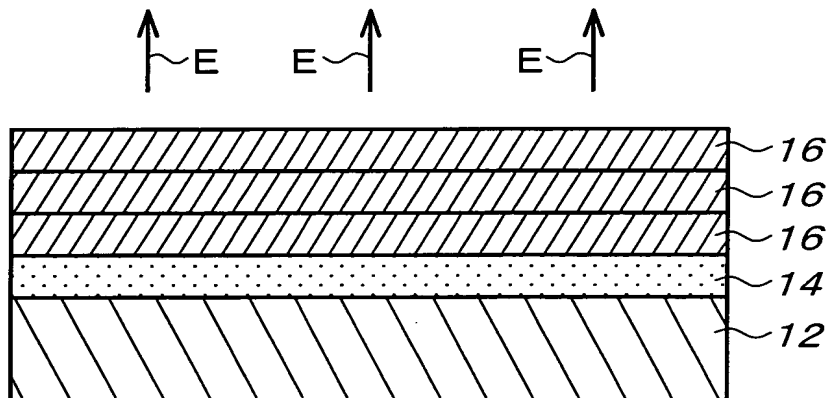
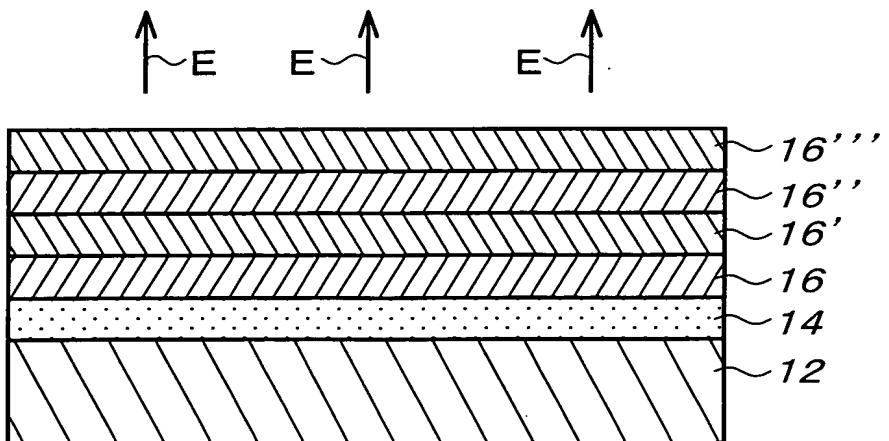
FIG. 4 (a)*FIG. 4 (b)**FIG. 4 (c)*

FIG. 5 (a)

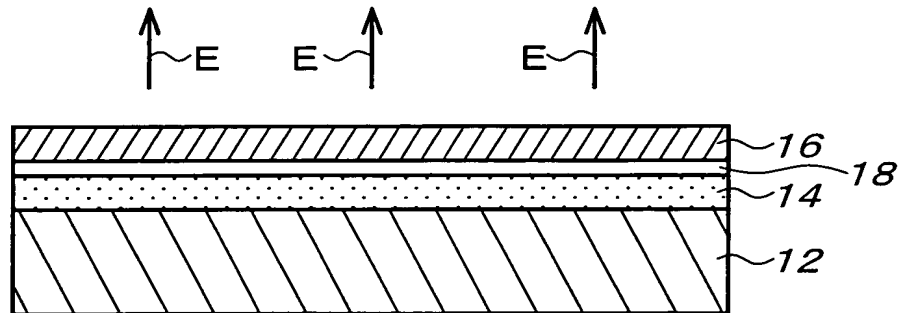


FIG. 5 (b)

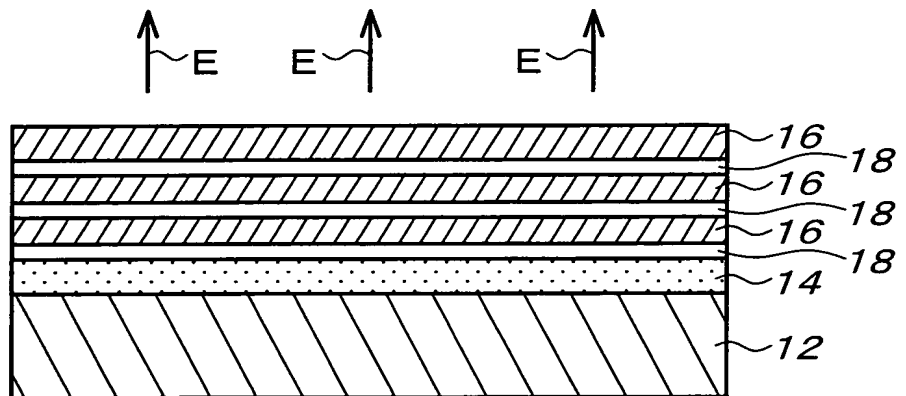


FIG. 5 (c)

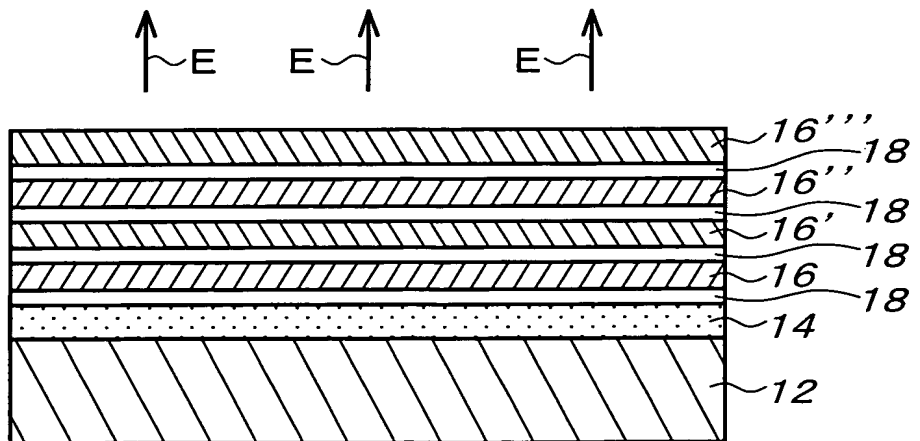


FIG. 6

| COLOR OF COLORED MATERIAL | EMOTION-PREDISPOSITION | FIVE SENSES | YING-YANG FIVE SOLID ORGANS | WAVELENGTH ZONE OF COLOR ENERGY (UNIT: ANGSTROM) |
|---------------------------------|--|---|--------------------------------|--|
| RED | CREATION, DELIGHT, VITAL FORCE | VISUAL SENSE | HEART | 6000~6700~ |
| ORANGE | PLEASURE, HEALTH, HIGH SPIRIT, ACTIVITY | VISUAL SENSE | | 5900~6000 |
| YELLOW | CHEERFULNESS, UNCLOUDED, ACTION, VITALITY | ACOUSTIC SENSE | SPLEEN | 5500~5900 |
| GREEN | VIRIDITY, REPOSE, RELAXATION, ATARAXY | OLFACTORY SENSE | RECOVERY OF EYE-SIGHT | 5000~5500 |
| BLUE | APLOMB, CALMING, PROFUNDITY | GUSTATORY SENSE | LIVER | 4700~5000 |
| PURPLE | MYSTERY, SOLEMNITY, GENTLENESS | TOUCH SENSE | | 4300~4600 |
| WHITE | PURITY, UNDEFILED | REFLECTION OF VISUAL SENSE, ACOUSTIC SENSE, OLFACTORY SENSE, AND GUSTATORY SENSE, AND TOUCH SENSE | LUNG | 0 |
| BLACK | BLACKNESS, DIGNIFIED | ABSORPTION OF VISUAL SENSE, ACOUSTIC SENSE, OLFACTORY SENSE, AND GUSTATORY SENSE, AND TOUCH SENSE | REINS | 7000~ |

FIG. 7

| PHOTON ENERGY WAVELENGTH (Au) | COLOR AND GLAND SECRETION | |
|-------------------------------------|--|--|
| PURPLE 4,300~4,600 | CROWN OF HEAD | IMAGINARY NATURE PINEAL CORPUS DENDRITIC PROCESS OF BRAIN |
| DARK BLUE 4,600~4,700 | MIDDLE OF FOREHEAD | INTUITIVE NATURE HYPOPHYSIS CEREBRI CAROTID ARTERY, MEDULLA OBLONGATA |
| BLUE 4,700~5,000 | THROAT | CONCEPTUAL NATURE THYROID GLAND, GLANDULA THYROIDA ACCESSORIA LARYNGEAL PLEXUS OF CERVICAL REGION |
| GREEN 5,000~5,500 | HEART | ACQUIREMENT NATURE THYMUS GLAND HEART |
| YELLOW 5,500~5,900 | SPLEEN, SOLAR PLEXUS | INTELLIGENCE ADRENAL BODY AND SPLEEN SOLAR PLEXUS OF UPPER ABDOMEN |
| ORANGE 5,900~6,000 | UPPER PART OF SPLEEN | SOCIAL NATURE SPLEEN LOWER ABDOMINAL NERVE PLEXUS |
| RED 6,000~6,700 | GENERATIVE ORGAN- SACRED BONE | LEVEL OF PHYSICAL EXCITEMENT GENITAL GLAND TAIL BONE, SACRED BONE |

FIG. 8

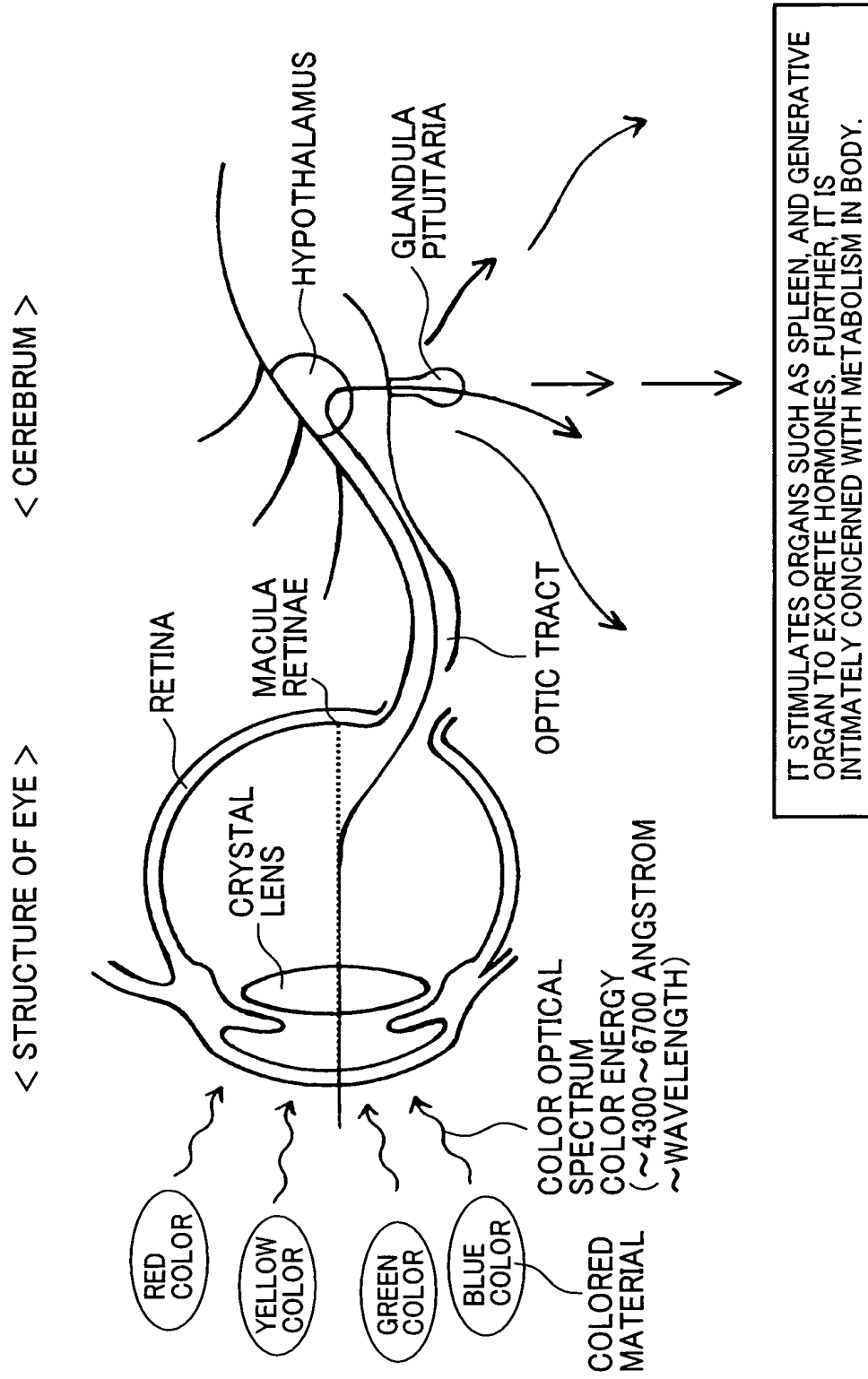


FIG. 9

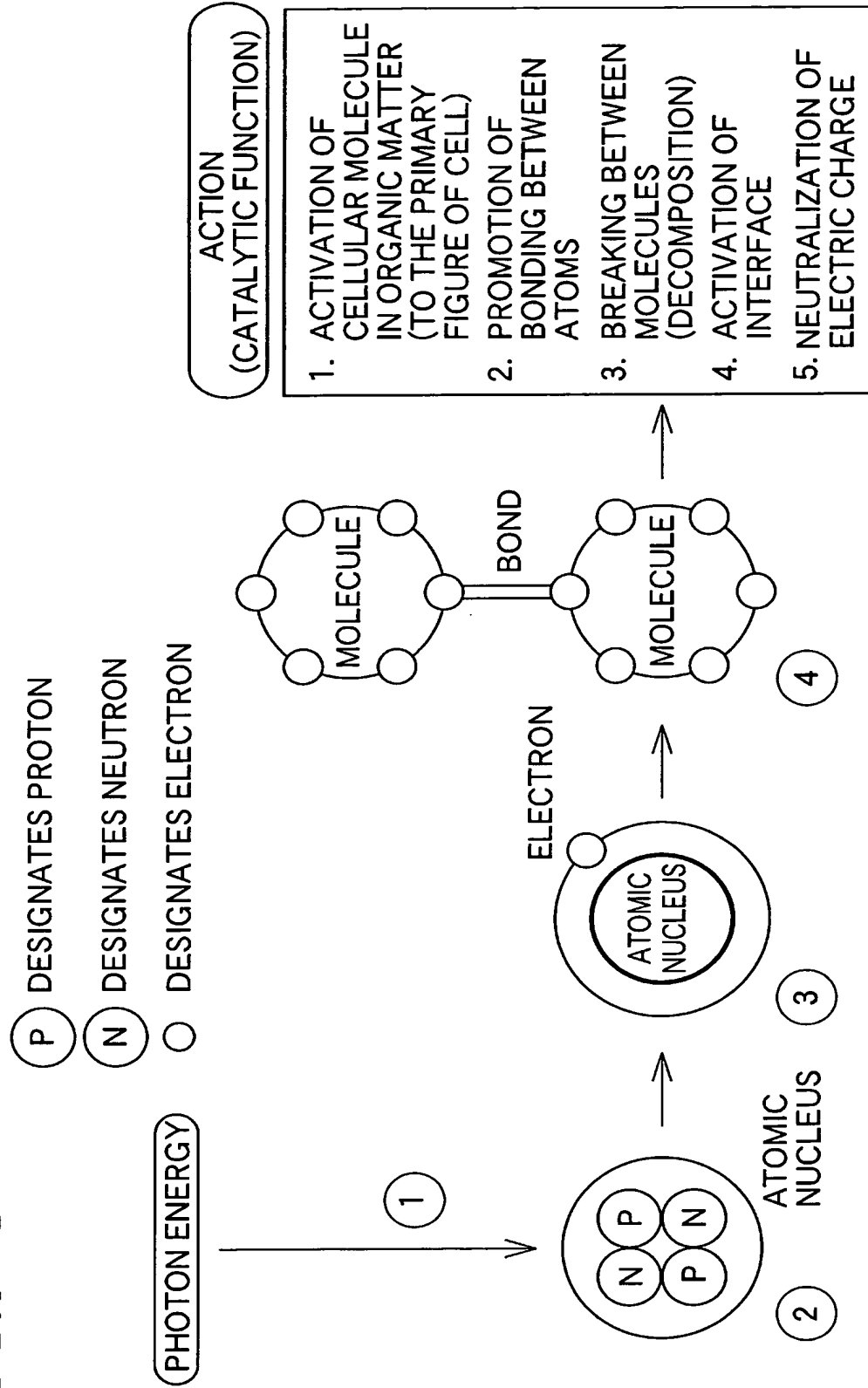


FIG. 10

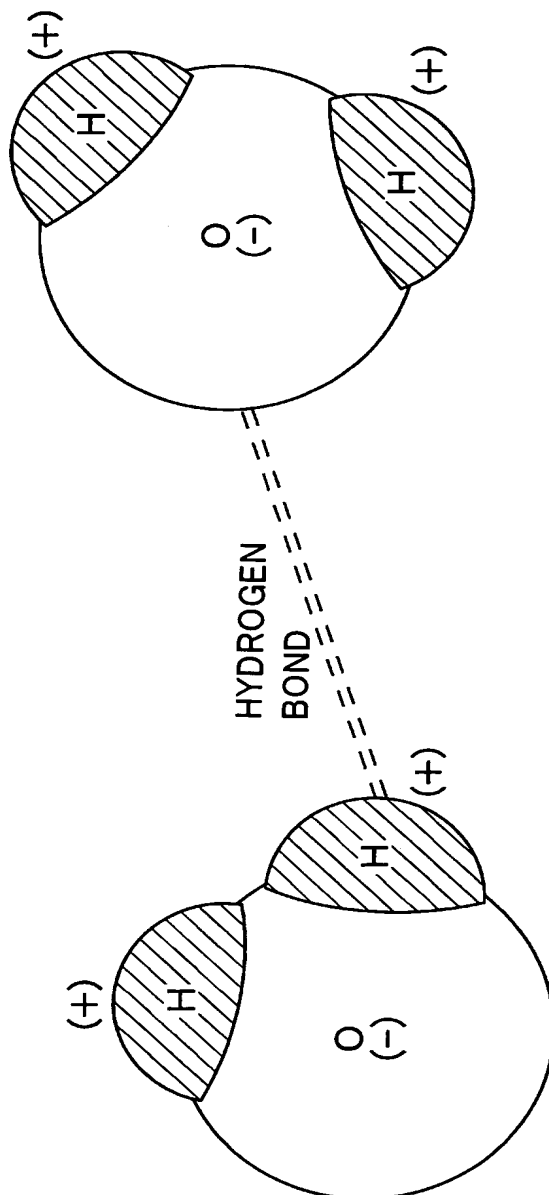


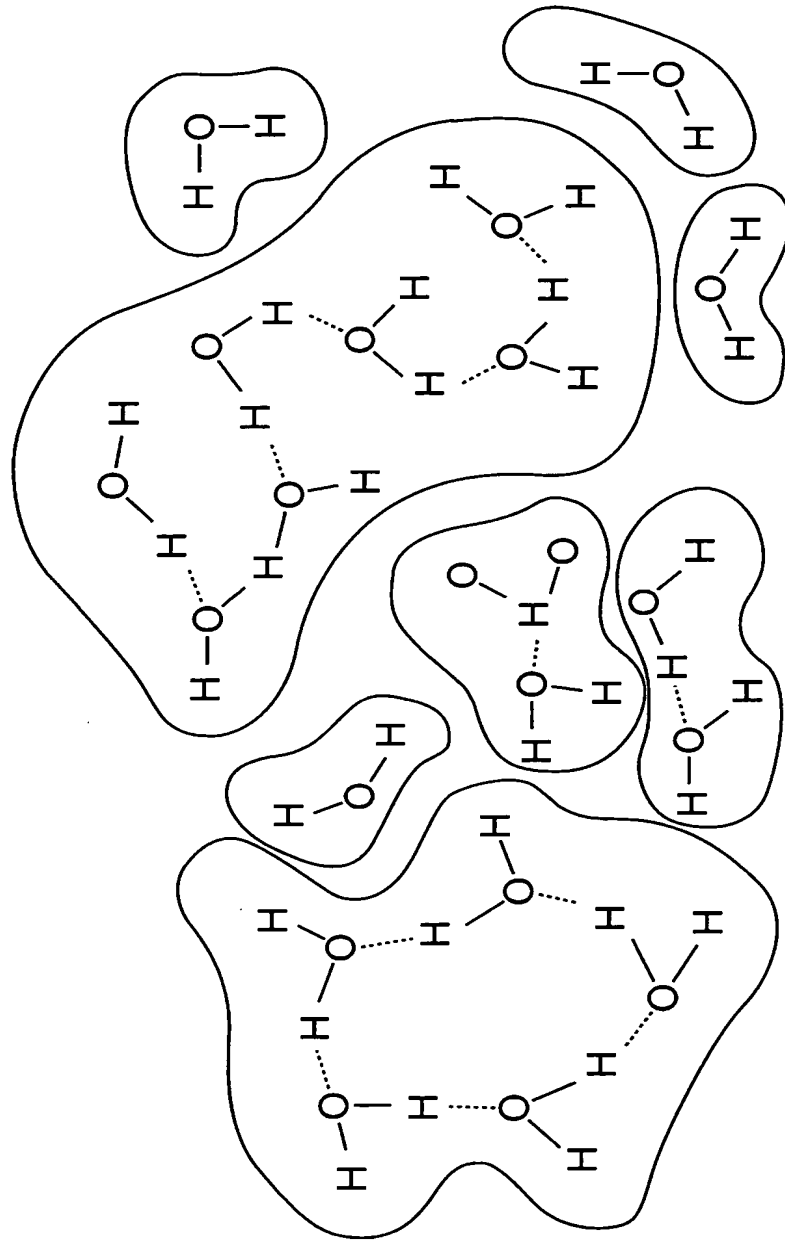
FIG. 11

FIG. 12

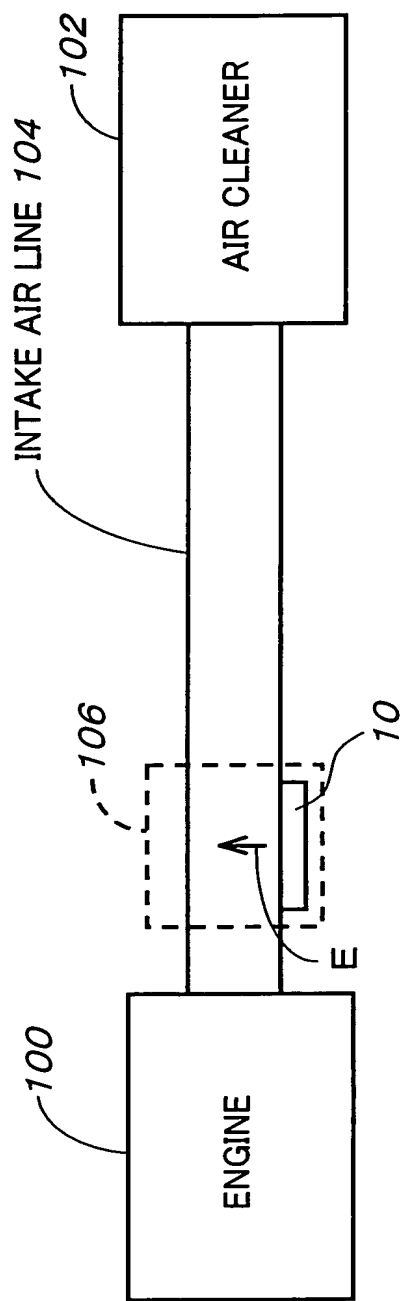


FIG. 13

APPLICATION TEST REPORT

| | | | | | |
|---|--|--|--|----------------------------|---------------------|
| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | | (NAME OF BUSINESS CORPORATION) | | (NAME OF PERSON IN CHARGE) | |
| DATE MOUNTED | | JANUARY 4, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | | MITSUBISHI (DUMP TRUCK) FOUR TON TRUCK | | FUEL | GASOLINE • (DIESEL) |
| ENGINE | | 7,540 cc SIX-CYLINDER ENGINE MAXIMUM OUTPUT : PS/ RPM TYPE : U-FK617DD | | | |
| REGISTERED FIRST YEAR | | AUGUST 1995 | | | |
| MILEAGE AT THE TIME OF MOUNTING | | 162,019km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | | 5.9 km/LITER | | | |
| TRAVELING CONDITION | | EXPRESS HIGHWAY (%) OPEN ROAD (100%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | | (AIR INHALE LINE) • AIR INTAKE | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED | FUEL CONSUMPTION | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|---------------|---------|---------------|------------------|--|
| 4 JANUARY | 164 km | 31.8 LITER | 5.6 km/LITER | IT SEEMS ENGINE SOUNDS LIGHTER. BLACK LEAD DECREASED THAN BEFORE. |
| 5 JANUARY | 174 | 35.0 | 4.9 | BLACK SMOKE GENERATED AT HILL DECREASED. FUEL CONSUMPTION IS POOR DUE TO HEAVY SNOWFALL. |
| 7 JANUARY | 169 | 30.0 | 5.6 | ENGINE NOISE BECAME SLIGHTLY LOWER. |
| 8 JANUARY | 340 | 57.2 | 5.9 | " |
| 9 JANUARY | 192 | 35.0 | 5.48 | " BECAUSE OF HEAVY SNOWFALL, FUEL CONSUMPTION IS POOR. |
| 10 JANUARY | 343 | 58.0 | 5.9 | " |
| 11 JANUARY | 329 | 58.0 | 5.67 | NO BLACK SMOKE AND LAMPBLACK AS A RESULT OF TOUCHING MUFFLER WITH TISSUE PAPER. |
| 12 JANUARY | 323 | 48.0 | 6.7 | " |
| 14 JANUARY | 188 | 36.0 | 5.2 | " |
| 15 JANUARY | 336 | 55.0 | 6.1 | " |

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FIG. 14

APPLICATION TEST REPORT

| | | | | |
|---|--|--|---|-------------------|
| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | (NAME OF BUSINESS CORPORATION) | | (NAME OF PERSON IN CHARGE) | |
| DATE MOUNTED | JANUARY 4, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | MITSUBISHI (DUMP TRUCK) FOUR TON TRUCK | | FUEL | GASOLINE • DIESEL |
| ENGINE | 7,540 cc SIX-CYLINDER ENGINE | | MAXIMUM OUTPUT : PS/ RPM TYPE : U-FK617DD | |
| REGISTERED FIRST YEAR | AUGUST 1995 | | | |
| MILEAGE AT THE TIME OF MOUNTING | 162,019km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | 5.9 km/LITER | | | |
| TRAVELING CONDITION | EXPRESS HIGHWAY (%) OPEN ROAD (100%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | (AIR INHALE LINE) • AIR INTAKE | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED | FUEL CONSUMPTION | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|---------------|---------|---------------|------------------|--|
| 16 JANUARY | 330 km | 57 LITER | 5.8 km/LITER | IT CLIMBS UP SMOOTHLY HILL OF ABOUT 4KM WITH A LOT OF CARGOES. |
| 17 JANUARY | 340 | 59.5 | 5.7 | " |
| 18 JANUARY | 330 | 55.0 | 6.0 | " |
| 19 JANUARY | 329 | 60.0 | 5.4 | " |
| 21 JANUARY | 330 | 55.5 | 5.9 | " |
| 22 JANUARY | 280 | 49 | 5.7 | " |
| 23 JANUARY | 232 | 37 | 6.2 | " |
| 24 JANUARY | 279 | 51 | 5.4 | " |
| 25 JANUARY | 217 | 36 | 6.0 | " |
| 26 JANUARY | 274 | 46 | 5.9 | " |

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FIG. 15

| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | | (NAME OF BUSINESS CORPORATION) | | (NAME OF PERSON IN CHARGE) | |
|---|--|---|--|---|---------------------|
| DATE MOUNTED | | JANUARY 4, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | | MITSUBISHI (DUMP TRUCK) FOUR TON TRUCK | | FUEL | GASOLINE • (DIESEL) |
| ENGINE | | 7,540 cc SIX-CYLINDER ENGINE | | MAXIMUM OUTPUT: PS/ RPM TYPE: U-FK617DD | |
| REGISTERED FIRST YEAR | | AUGUST 1995 | | | |
| MILEAGE AT THE TIME OF MOUNTING | | 162,019km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | | 5.9 km/LITER | | | |
| TRAVELING CONDITION | | EXPRESS HIGHWAY (%) OPEN ROAD (100%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | | (AIR INHALE LINE) • AIR INTAKE | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED | FUEL CONSUMPTION | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|-------------------------------|---------|---------------|------------------|---|
| 28 JANUARY | 297 km | 46 LITER | 6.4 km/LITER | TRAVELING IN EMPTY CAR. |
| 5 FEBRUARY | 324 | 48 | 6.7 | " |
| 6 FEBRUARY | 162 | 28 | 5.78 | |
| 7 FEBRUARY | 191 | 30 | 6.3 | TRAVELING IN EMPTY CAR. |
| 9 FEBRUARY | 331 | 61.5 | 5.4 | THERE ARE MANY HILLS IN TRAVELING DURING MIDDLE DISTANCE, SO THAT FUEL CONSUMPTION IS POOR. |
| 14 FEBRUARY | 330 | 59 | 5.6 | |
| 16 FEBRUARY | 257 | 44.5 | 5.7 | |
| 18-21 FEBRUARY | 332 | 59 | 5.6 | |
| 21-27 FEBRUARY | 281 | 45 | 5.1 | ° AFTER MOUNTING ENERGY RADIATION DEVICE FOR REDUCING EXHAUST GAS, |
| 28 FEBRUARY, 1 MARCH, 2 MARCH | 253 | 39 | 6.4 | ENGINE NOISE BECAME SILENT OR INEQUALITY DISAPPEARED. |
| | | | | ° BLACK LEAD DECREASED. |

FIG. 16

APPLICATION TEST REPORT

| | | | | | |
|---|--|---|--|----------------------------|---------------------|
| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | | (NAME OF BUSINESS CORPORATION) | | (NAME OF PERSON IN CHARGE) | |
| DATE MOUNTED | | JANUARY 13, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | | MAZDA BONGO | | FUEL | GASOLINE • (DIESEL) |
| ENGINE | | 2,000 cc FOUR-CYLINDER ENGINE MAXIMUM OUTPUT: PS/ RPM TYPE: Q-SSF8W | | | |
| REGISTERED FIRST YEAR | | APRIL 1990 | | | |
| MILEAGE AT THE TIME OF MOUNTING | | 136.257 km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | | 10.5 km/LITER | | | |
| TRAVELING CONDITION | | EXPRESS HIGHWAY (%) OPEN ROAD (100%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | | AIR INHALE LINE • (AIR INTAKE) | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED | FUEL CONSUMPTION | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|------------------------|---------|---------------|------------------|---|
| 26 DECEMBER-13 JANUARY | 366 km | 31.5 LITER | 11.6 km/LITER | ENGINE NOISE BECAME LIGHTER. BLACK SMOKE AND LAMPBLACK DECREASED. |
| 14 JANUARY | 15 | | | BLACK SMOKE AND LAMPBLACK WERE REMARKABLE BEFORE, IT WAS PARTICULARLY SIGNIFICANT AT THE TIME WHEN FLOORED. |
| 15 JANUARY | 16 | | | SINCE HEAVILY FROSTED, IDLING FOR FIVE TO SIX MINUTES IS CONTINUED SO THAT FUEL CONSUMPTION IS POOR. |
| 16 JANUARY | 15 | | | |
| 17 JANUARY | 14 | | | |
| 18 JANUARY | 15 | | | |
| 19 JANUARY | 15 | | | BECAUSE OF OLD CAR, IT SEEMS FUEL CONSUMPTION WAS POOR AND ENGINE NOISE WAS REMARKABLE. |
| 21 JANUARY | 56 | | | BUT IT CHANGED TO SOUND SMOOTHLY, WHEREBY NOT SO IRRITATED BY SUCH SOUNDS DURING DRIVING. |
| 22 JANUARY | 15 | | | |
| 23 JANUARY | 14 | | | |

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FIG. 17

| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | | NAME OF BUSINESS CORPORATION | | NAME OF PERSON IN CHARGE | |
|---|--|---|--|--------------------------|-------------------|
| DATE MOUNTED | | JANUARY 13, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | | MAZDA WAGON | | FUEL | GASOLINE • DIESEL |
| ENGINE | | 2,000 cc FOUR-CYLINDER ENGINE MAXIMUM OUTPUT : PS/ RPM TYPE : Q-SSF8W | | | |
| REGISTERED FIRST YEAR | | APRIL 1990 | | | |
| MILEAGE AT THE TIME OF MOUNTING | | 136.257 km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | | 10.5 km/LITER | | | |
| TRAVELING CONDITION | | EXPRESS HIGHWAY (10%) OPEN ROAD (90%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | | AIR INHALE LINE • AIR INTAKE | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED LITER | FUEL CONSUMPTION km/LITER | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|---------------|----------------|---------------------|---------------------------|--|
| 4 FEBRUARY | 34 km | LITER | km/LITER | PRINCIPAL USAGE IS FOR COMMUTER CAR. |
| 5 FEBRUARY | 15 | | | TRAVELING DISTANCE IS SHORT, BESIDES THE CAR WAS NOT SUFFICIENTLY |
| 6 FEBRUARY | 15 | | | PUT TO PRACTICAL USE BECAUSE OF SLIPPING DUE TO FREEZING OF ROAD SURFACE AS A RESULT OF HEAVY SNOWFALL |
| 7 FEBRUARY | 15 | | | IN JANUARY TO EARLY FEBRUARY, SO THAT IDLING CONDITION WAS CONTINUING, RESULTING IN POOR FUEL CONSUMPTION. |
| 8 FEBRUARY | 16 | | | HOWEVER, EXHAUSTING OF BLACK LEAD CHANGED TO WHITISH SMOKE AT PRESENT. |
| 9 FEBRUARY | 15 | | | ENGINE NOISE BECAME SILENT. |
| 11 FEBRUARY | 62 | | | SMELL OF EXHAUST GAS BECAME SLIGHTLY LIGHTER. |
| 13 FEBRUARY | 33 | | | SINCE THERE ARE MANY HILLS, ACCELERATION WAS INSUFFICIENT, BUT NOW CONDITION WAS BETTER. |
| 15 FEBRUARY | 30 | | | HENCE SMOOTH AND EQUABLE DRIVING WAS POSSIBLE EVEN IN LONG ASCENDING SLOPE. |
| 17 FEBRUARY | 86 HIGHWAY/321 | 42.2 | 7.6 | |

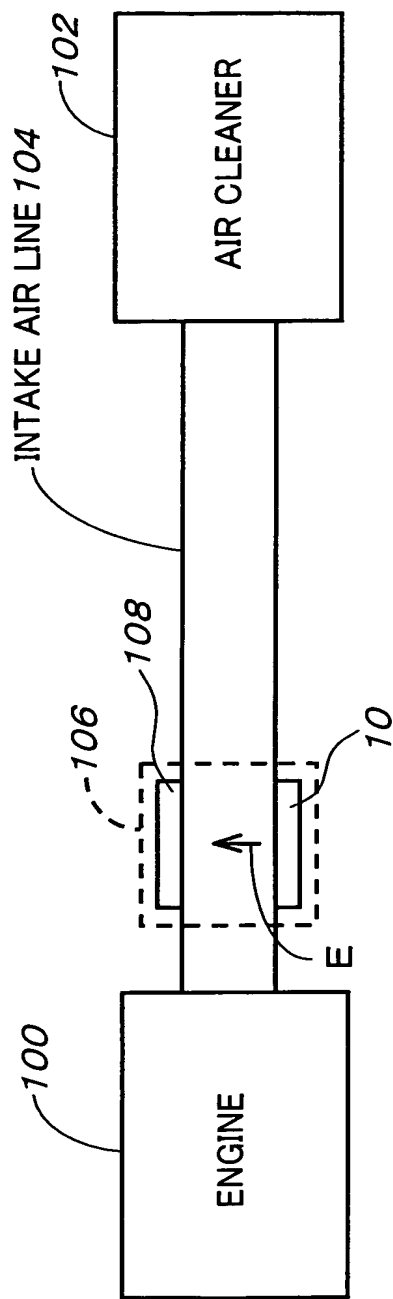
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FIG. 18

| NAME OF BUSINESS PLACE WHERE TEST IS APPLIED | | NAME OF BUSINESS CORPORATION | | NAME OF PERSON IN CHARGE | |
|---|--|---|--|--------------------------|---------------------|
| DATE MOUNTED | | JANUARY 13, 2002 | | | |
| VEHICLE MOUNTED (TYPE OF CAR) | | MAZDA WAGON | | FUEL | GASOLINE • (DIESEL) |
| ENGINE | | 2,000 cc FOUR-CYLINDER ENGINE MAXIMUM OUTPUT : PS/ RPM TYPE : Q-SSF8W | | | |
| REGISTERED FIRST YEAR | | APRIL 1990 | | | |
| MILEAGE AT THE TIME OF MOUNTING | | 136.257 km | | | |
| FUEL CONSUMPTION BEFORE MOUNTING DEVICE | | 10.5 km/LITER | | | |
| TRAVELING CONDITION | | EXPRESS HIGHWAY (%) OPEN ROAD (100%) | | | |
| SITE WHERE ENERGY RADIATION DEVICE IS MOUNTED | | AIR INHALE LINE • (AIR INTAKE) | | | |

| DATE REPORTED | MILEAGE | FUEL CONSUMED LITER | FUEL CONSUMPTION km/LITER | USER'S COMMENTS (AS TO CHANGES IN CONDITION OF ENGINE, BLACK LEAD, RUNNABILITY ETC.) |
|---------------|---------|---------------------|---------------------------|--|
| 24 JANUARY | 15 km | | | WHEN STARTING ENGINE, IT SEEMS TEMPERATURE IN ROOM RISES FASTER, SO THAT FROST MELTS EASILY. |
| 25 JANUARY | 26 | | | IS THIS DERIVED FROM ATTACHMENT (OF ENERGY RADIATION DEVICE FOR REDUCING EXHAUST GAS)? |
| 26 JANUARY | 15 | | | |
| 28 JANUARY | 17 | | | |
| 29 JANUARY | 15 | | | NOT SO MUCH DATA CANNOT BE COLLECTED, BECAUSE |
| 30 JANUARY | 15 | | | DRIVING IS EARLY IN MORNING AND AFTER BECAME DARK IN EVENING. |
| 31 JANUARY | 15 | | | |
| 1 FEBRUARY | 17 | | | AFTER HEAVILY SNOWFALL, HEIGHT OF SNOW EXCEEDED THAT OF EXHAUST HOLE, AND IN THIS CONDITION, |
| 2 FEBRUARY | 15 | | | ENGINE WAS OPERATED FOR FIVE TO SIX MINUTES, AS A RESULT, SMALLER AMOUNT OF LAMPBLACK |
| 3 FEBRUARY | 2/327 | 39.2 | 8.3 | THAN THAT BEFORE WAS OBSERVED IN REGION WHERE SNOW WAS MOLTEN. |

FIG. 19



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FIG. 20

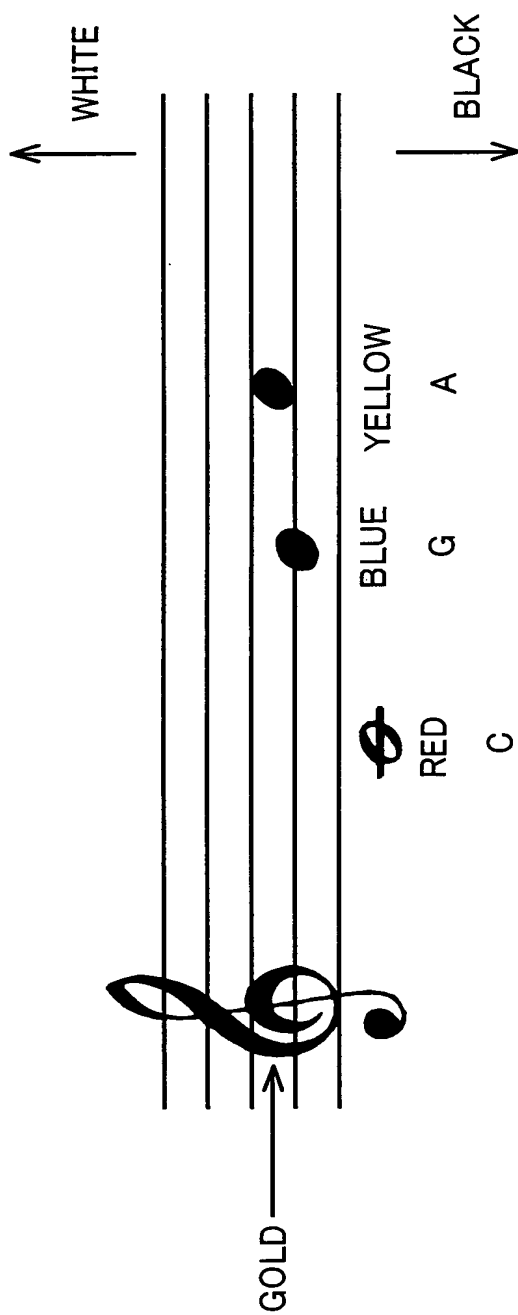


FIG. 21

| VIBRATIONAL ENERGY | | COLORED MATERIAL LAYER (COLOR ENERGY) | | | | | | | | | | SPECIAL ORE LAYER (SPACE ENERGY) (SUN ENERGY) |
|-----------------------------------|----------------------------|---------------------------------------|-----------|------|-------|--------|--------|-----|-------|-------|------|---|
| TARGET / SUBSTANCE | | PURPLE | DARK BLUE | BLUE | GREEN | YELLOW | ORANGE | RED | WHITE | BLACK | GRAY | TOURMALINE, ANION, TITANIUM, CARBON, GOLD, SILVER |
| HUMAN BEING | WHOLE BODY | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | CROWN OF HEAD | ○ | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | MIDDLE OF FOREHEAD | | ○ | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | THROAT | | | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| | HEART | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | PANCREAS | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | SPLEEN | | | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ |
| | SACRED BONE | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| ANIMAL | SMALL | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | LARGE | ○ | ○ | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ |
| DESTRUCTIVE INSECT-HARMFUL FUNGUS | | ○ | ○ | ○ | ○ | ○ | | | ○ | ○ | | ○ |
| PLANT | | ○ | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| FOOD PRODUCT | | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| MINERAL-CHEMICAL SUBSTANCE | LIFE EXTENSION OF BATTERY | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | FUEL | GASOLINE | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | | LIGHT OIL | | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| | THERMAL CRACKING | | | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| | HARMFUL CHEMICAL SUBSTANCE | | | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| | PCB DIOXIN | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| | ODOR | | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| | EMULSION | | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| WATER | | | | ○ | ○ | ○ | | ○ | | ○ | ○ | ○ |
| SOIL BORNE | | | | ○ | | ○ | | ○ | | | | ○ |

FIG. 22 (a)

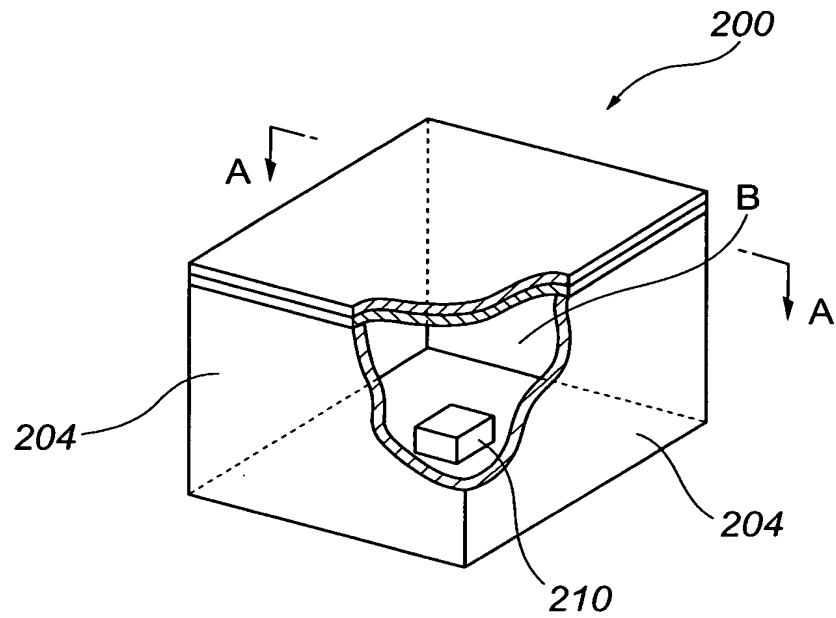


FIG. 22 (b)

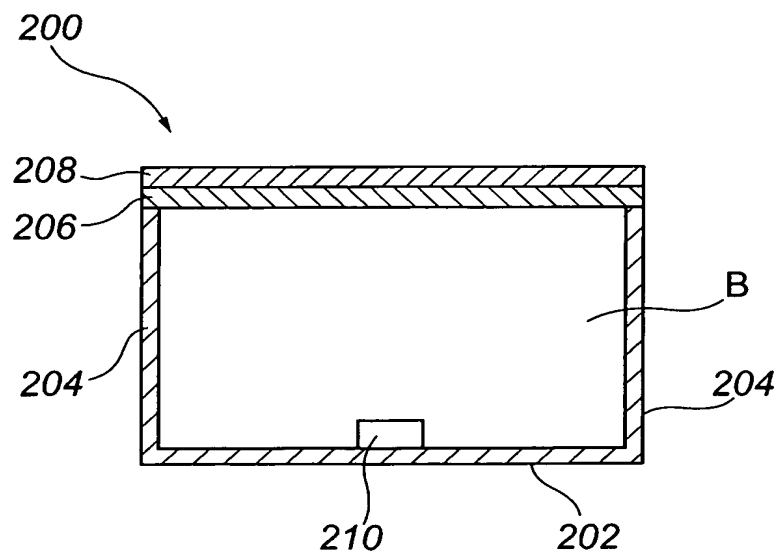


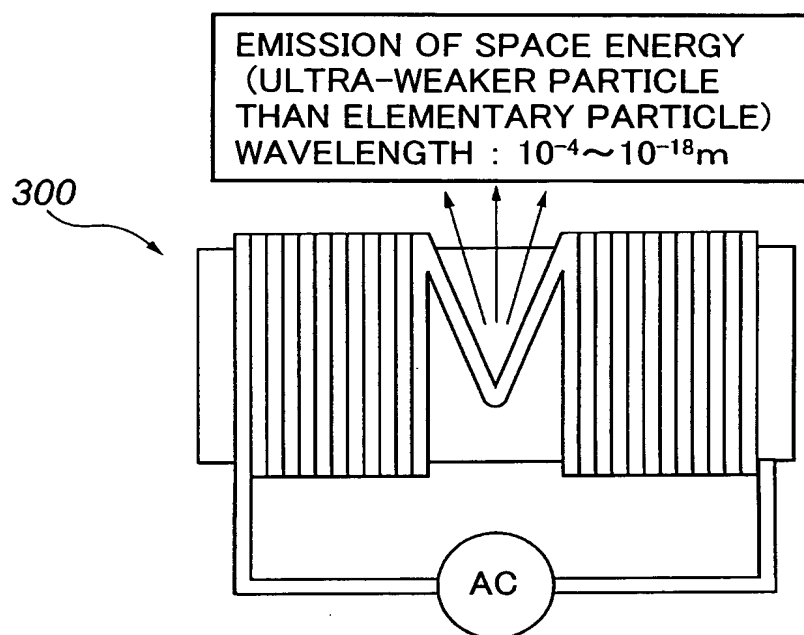
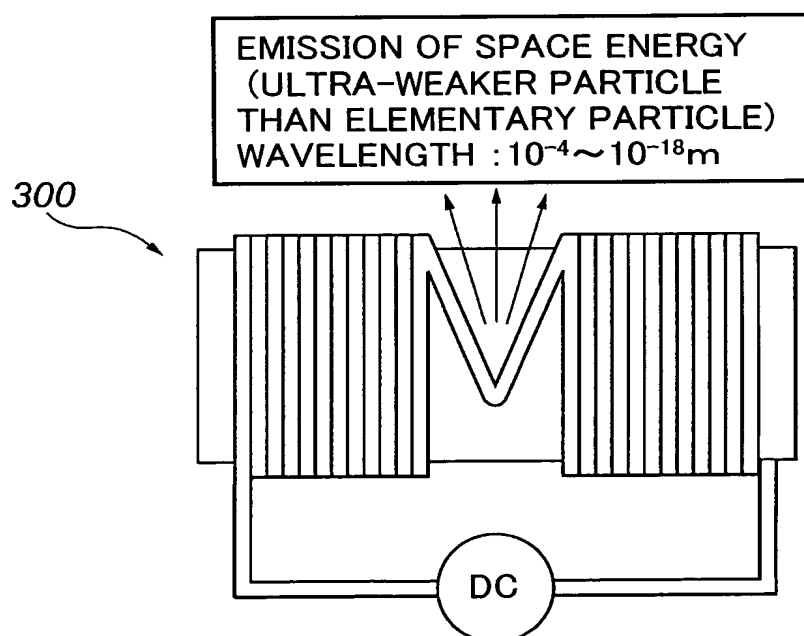
FIG. 23 (a)*FIG. 23 (b)*

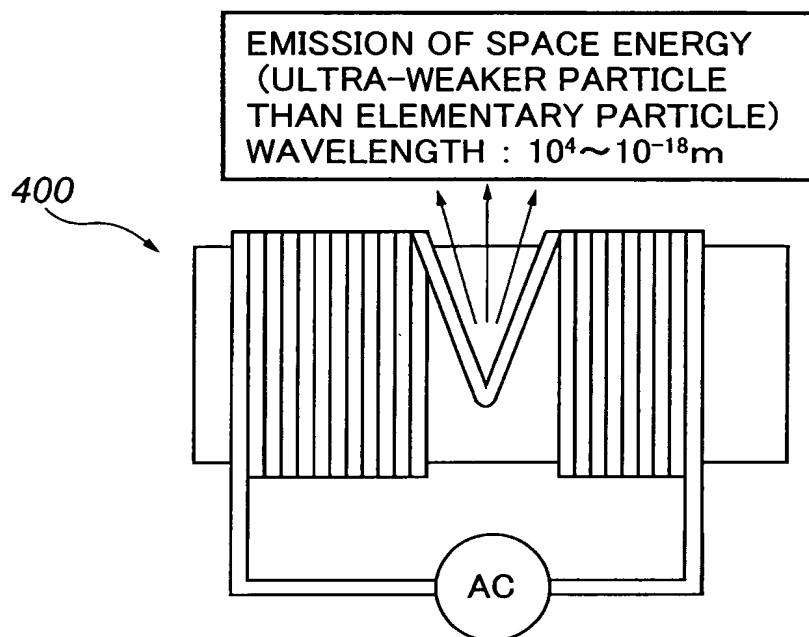
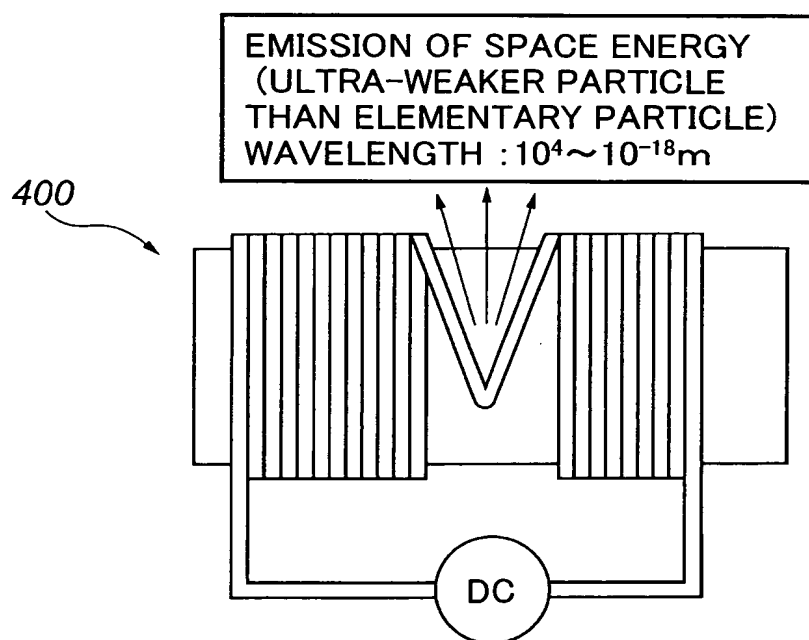
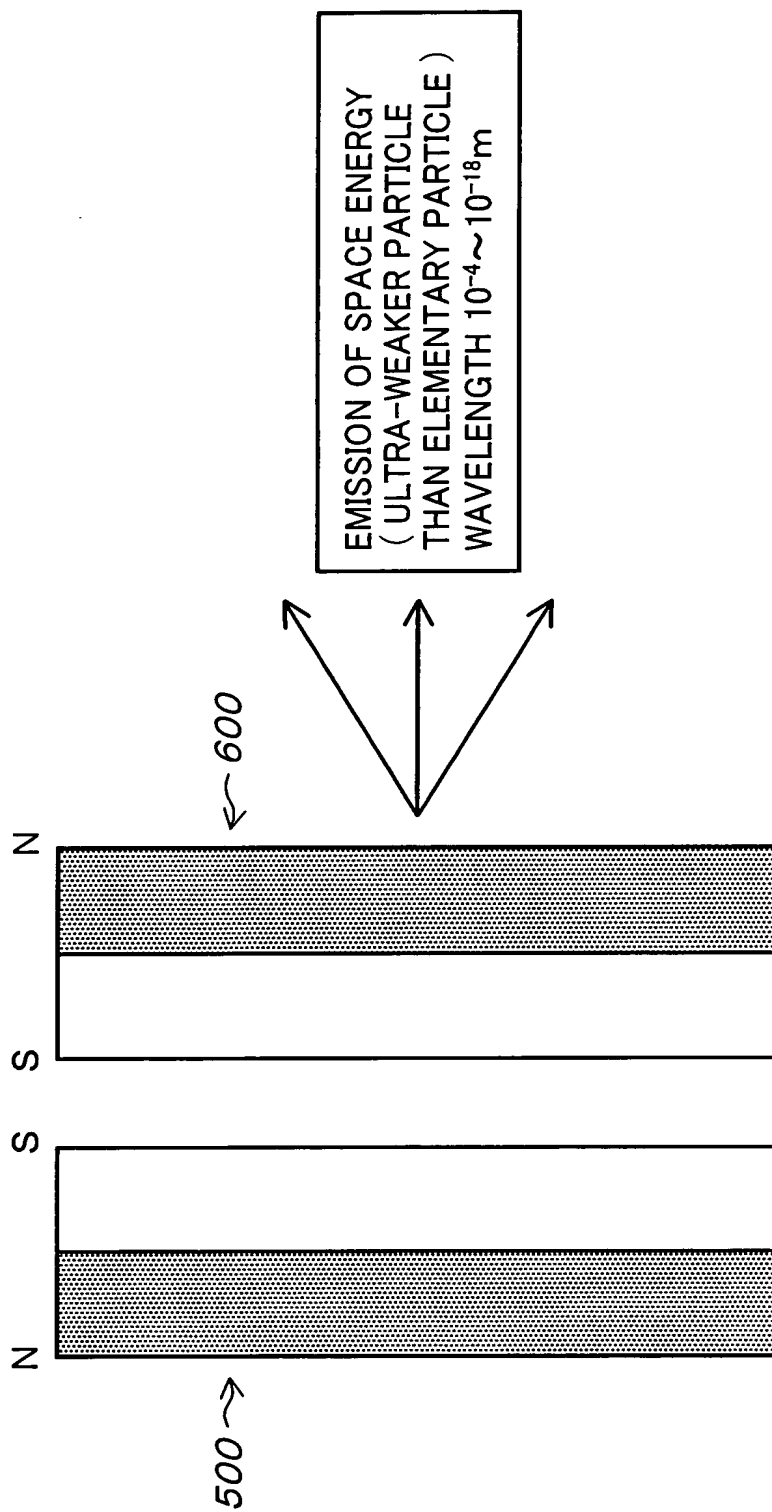
FIG. 24 (a)*FIG. 24 (b)*

FIG. 25



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